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AD 824404



# Review

OF RECENT DEVELOPMENTS

## Metals Joining

R. M. Evans • December 22, 1967

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### TITANIUM

Encouraging results have been reported recently on the North American Rockwell program to produce diffusion-bonded laminated structures for use in place of forgings.<sup>(1)</sup> North American has proceeded to the fabrication and testing of parts from 0.125-inch-thick Ti-6Al-6V-2Sn alloy that contain "pockets". Tensile, fracture-toughness, fatigue, and unstressed thermal-exposure tests of these structures indicate that they have generally higher and more consistent properties than do equivalent forgings. Compared with the forged fittings, laminated parts exhibited a 33 percent longer fatigue life and a 40 percent greater short-transverse fracture toughness.

Laminated titanium parts with large section thicknesses, made by diffusion bonding, are expected to offer design and lead-time advantages that will make them economically feasible.

As a result of developmental effort on the supersonic transport and other programs, considerable data are becoming available on the properties of the Ti-8Al-1Mo-1V alloy.

Curtiss-Wright has examined the general welding characteristics of Ti-8Al-1Mo-1V alloy for use in the fabrication of turbine-engine components.<sup>(2)</sup> Conclusions reached verify all of the accepted criteria for successful welding of titanium alloys. For this application, particular attention must be given to design allowances made for the greater bead width and shrinkage encountered with titanium. Shrinkage generally decreases with increasing travel speeds at constant heat input-per-unit weld length. Distortion decreases as thickness increases in sheet-metal weldments in the thickness range from 0.020 to 0.060 inch. Shrinkage and distortion are considerably less for electron-beam welding than for inert-gas tungsten-arc welding. Hand welding was not considered applicable to the welding of engine components. The short weld length, high welding speed, and penetration all require that a high degree of automatic control be placed on all welding parameters.

A further study made at Curtiss-Wright was designed to evaluate the extent of mechanical instability of weld joints in Ti-8Al-1Mo-1V alloy sheet.<sup>(3)</sup> Specimens of the base metal plus electron-beam and inert-gas tungsten-arc welds were exposed in an air environment as follows:

| Temperature,<br>F | Load,<br>ksi | Time,<br>hours |
|-------------------|--------------|----------------|
| 600               | 35           | 150            |
| 750               | 25           | 150            |
| 900               | 15           | 150            |

After exposure, tensile tests were conducted at room temperature, and the results of these tests are shown in Figure 1. Some of the results of the study were:

- (1) Strengths were not greatly changed by these exposures
- (2) Inert-gas tungsten-arc welds that failed in the weld showed a loss in ductility but electron-beam welded specimens failed in the base metal
- (3) The microstructure of the weld metals did not change during exposure
- (4) The electron-beam welds had a much smaller grain size, which could explain differences in mechanical properties and failure mode.

A test program was conducted at LTV Aerospace to evaluate the fatigue behavior of a fusion-welded structural assembly to supplement information available on riveted and spot-welded structures.<sup>(4)</sup> The tests were performed on box beams having tension covers featuring typical skin-stringer welded structures. The alloy used was Ti-8Al-1Mo-1V in the duplex-annealed condition. Both constant-amplitude and spectrum-fatigue tests were performed at room temperature and 550 F. Spectrum tests were conducted under conditions that simulated the environment of the supersonic transport.

The results of these tests, compared with those on spot-welded and riveted specimens consisting of box-beam structures 120 inches long, 22.5 inches wide, and 8.0 inches deep, are shown in Table 1. In general, the cracks developed in welded structures were randomly located, but always began in the weld. Fusion-welded specimens had longer fatigue lives than did either the spot-welded or riveted specimens. Cracking in the welded specimens was confined to longitudinal welds and the fatigue damage sites did not relate to flaw sites located by X-ray inspection.

Howmet engineers have demonstrated the feasibility of repairing titanium investment castings by welding.<sup>(5)</sup> Ti-6Al-4V alloy castings can be repaired by using the inert-gas tungsten-arc process

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APRIL (MAY) - W. K. H. B. C. W.

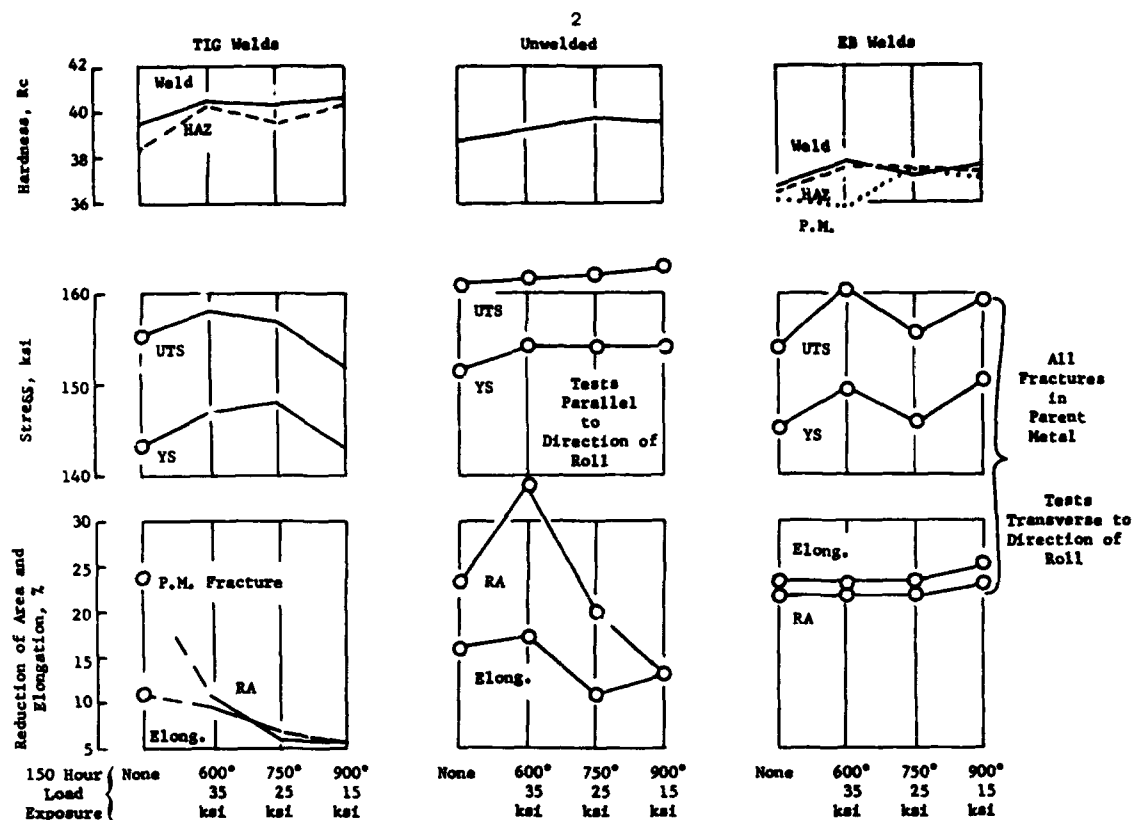


FIGURE 1. ROOM-TEMPERATURE MECHANICAL PROPERTIES OF Ti-8Al-1Mo-1V AFTER LOAD EXPOSURE<sup>(3)</sup>

TABLE 1. SUMMARY OF TEST RESULTS OF FUSION-WELDED, SPOT-WELDED, and RIVETED SPECIMENS<sup>(4)</sup>

|   | Constant Amplitude, Room Temperature, $S_{max} = 25$ ksi, $S_{min} = 12.5$ ksi |             |            | Constant Amplitude, 550 F, $S_{max} = 41.25$ ksi, $S_{min} = 35$ ksi |             |             | Spectrum, Room Temperature and 550 F, $S_{log} = 25$ ksi |                           |            |                           |             |             |
|---|--|-------------|------------|--|-------------|-------------|--|---------------------------|------------|---------------------------|-------------|-------------|
|   | Fusion Welded  | Spot Welded | Riveted    | Fusion Welded  | Spot Welded | Riveted     | Fusion Welded  | Spot Welded               | Riveted    | Fusion Welded             | Spot Welded | Riveted     |
| Predicted Life, linear cumulative damage theory | 90,000 cyc   | 13,000 cyc  | 36,000 cyc | 500,000 cyc  | 75,000 cyc  | 90,000 cyc  | 29,000 flts  | 29,000 flts               | 3,100 flts | 3,100 flts                | 7,400 flts  | 7,400 flts  |
| Time to $l_c = 0.03$ in.                        | 27,233 cyc <sup>(a)</sup>  | —           | 8,450 cyc  | —  | 49,000 cyc  | 41,700 cyc  | 5,250 flts   | 2,750 flts <sup>(e)</sup> | (f)        | 775 flts <sup>(b)</sup>   | 5,600 flts  | 9,500 flts  |
| Time to $l_c = 0.50$ in.                        | 33,250 cyc   | 25,000 cyc  | 24,000 cyc | —  | 80,750 cyc  | 99,000 cyc  | (d)  | 2,750 flts <sup>(e)</sup> | —          | 1,000 flts <sup>(b)</sup> | 6,815 flts  | (d)         |
| Duration of Test                                | 52,877 cyc   | 33,345 cyc  | 48,301 cyc | 301,364 cyc <sup>(c)</sup>   | 159,955 cyc | 154,047 cyc | 12,500 flts  | 12,250 flts               | —          | 2,500 flts                | 12,500 flts | 12,500 flts |

Notation Used:

$l_c$  - crack length, inches;  $S_{max}$  - highest algebraic value of stress in the stress cycle with tensile stress positive;  $S_{min}$  - lowest algebraic value of stress in the stress cycle with tensile stress positive;  $S_{log}$  - stress level at take off design gross weight, one g.

(a) Crack had attained a length of 0.22 inch prior to detection.

(b) Based on extrapolation of test data.

(c) Specimen had sustained no damage at this point.

(d) No cracks attained a length of 0.50 inch.

(e) Crack appeared suddenly between 2500 and 2750 flights.

(f) Specimen suffered an instability failure after completion of 1250 flights.

with either base metal or 65A filler rod. Ti-5Al-2.5Sn castings are repaired with 65A filler rod. The technique is limited to relatively shallow flaws. Deep, sharp notches prevent complete notch-base penetration.

Fabricators interested in the spot welding of titanium should be aided by the data given in Figures 2 and 3.(6) They were presented at a recent meeting of the SAE in Los Angeles.

Concern with the effect of hydrogen on welds in titanium has prompted the publication by the Defense Metals Information Center of the Technical Note "Effects of Hydrogen in Titanium Welds", dated April 10, 1967. This Technical Note is available to qualified requesters from DMIC.

#### STEEL

McDonnell Douglas engineers have reported on the susceptibility of the HP 9Ni-4Co alloys to stress-corrosion cracking.(7) Microstructural variations, nonporous surface films, and high surface compressive stresses were found to be the most important factors affecting stress-corrosion resistance. Fusion welding of the HP 9Ni-4Co-0.30C alloy by the inert-gas tungsten-arc process drastically lowered stress-corrosion resistance of weldments heat treated to 220,240 ksi ultimate strength. Failures were in the heat-affected zone. Stress relief in the 950 to 1050 F temperature range gave some improvement, but it was necessary to shotpeen to restore stress-corrosion-cracking resistance. No work was reported on the HP 9Ni-4Co-0.45 C alloy.

A literature review on the 3.5 and 9 nickel steels has recently become available that summarizes the effect of welding-process variables on impact and tensile properties.(8) Surface preparations, preheating, post heating, stress relief, and shielding-atmosphere effects, along with welding costs and weld quality, also are covered.

In continuing studies to develop a weldable HY 180/210 steel for the Navy, the U. S. Steel Research Laboratory has examined the HP 9Ni-4Co-0.25C steel.(9) The results indicate that, with proper heat treatment, yield strengths in the range of 175 to 184 ksi can be obtained. Charpy V-notch properties at 0 F were around 30 ft-lb for 4-inch-thick plate and up to about 47 ft-lb for 0.5 inch plate. The ductile-to-brittle transition temperature ranged from -200 F for 1-inch plate to greater than 150 F for 4-inch plate. This steel was not rated high for use where thick plate must be welded.

Other studies in progress under the same Navy contract, by U. S. Steel, are concerned with base metal, filler metal, and processing development of both HY-110 and HY 130/150 weldments.(10,11)

#### MISCELLANEOUS

Solar has initiated a program for the Air Force on the electron-beam welding of thick sections.(12) The general objective is to find causes of defects and develop procedures for their elimination. Nickel-base, aluminum, titanium alloys, and steels are included in the study.

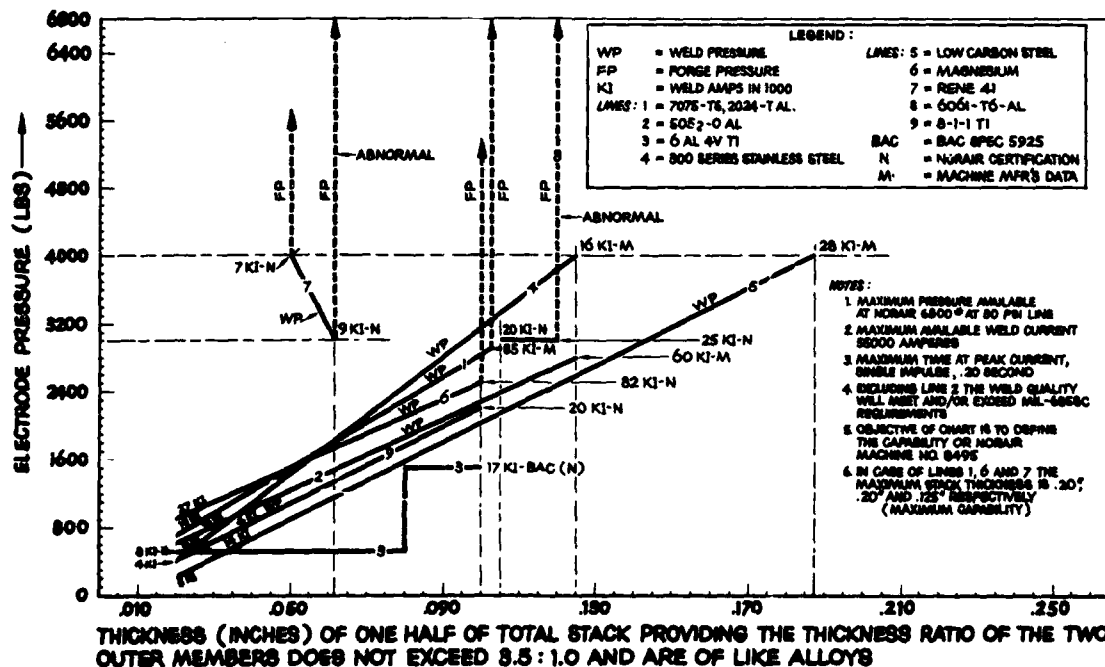


FIGURE 2. "GUIDE" CURRENT AND PRESSURE REQUIREMENTS TO RESISTANCE SPOT WELD, NOTED ALLOYS, AND GAUGES

| NOMINAL<br>GAGE<br>IN. | ELECTRODE<br>DYNAMIC FORCE LBS. |                               |               | TIME<br>CYCLES |      | IMPULSES | SPOT<br>SHEAR<br>LBS. | WELD<br>CURRENT<br>(HEAT MINUS<br>HEAT LOSS) |
|------------------------|---------------------------------|-------------------------------|---------------|----------------|------|----------|-----------------------|--|
|                        | WELD                            | FORGE                         | RADIUS<br>IN. | WELD           | COOL |          |                       |  |
| .020                   | 400                             | 0                             | 4             | 4              | .5   | 1        | 900                   | (a)  |
| .030                   | 400                             | ↑                             | 4             | ↑              | ↑    | 1        | 1100                  |  |
| .040                   | 450                             | ↑                             | 4             | ↑              | ↑    | 1        | 2100                  |  |
| .050                   | 450                             | ↑                             | 8             | ↑              | ↑    | 2        | 2800                  |  |
| .060                   | 650                             | ↑                             | 8             | ↑              | ↑    | 4        | 3600                  |  |
| .070                   | 750                             | ↑                             | 8             | ↑              | ↑    | 4        | 4500                  |  |
| .080                   | 875                             | ↑                             | 8             | ↑              | ↑    | 4        | 5300                  |  |
| .090                   | 1000                            | ↑                             | 10            | ↑              | ↑    | 4        | 6100                  |  |
| .110                   | 1150                            | ↑                             | 10            | ↑              | ↑    | 4        | 7000                  |  |
| .125                   | 1500                            | 0                             | 10            | 4              | .5   | 4        | 2450                  |  |
|                        |                                 | FORGE<br>BECOMES<br>NECESSARY |               |                |      |          |                       |  |

(a) Expressed as  $H = I^2 R t K$ ,

where

H is the total heat generated

I is the current in "amperes flowing through the weld"

R is the resistance in ohms, total

t is the time in seconds

K is the heat lost by conduction into the surrounding sheets and into the electrodes.

The number of amperes is of little significance, since amperes, amperage density, time, and resistance are "complementary to each other" and because of the extreme difficulty in defining the H, K, and R value. They are seldom, if ever, known; therefore, current in terms of numbers tells only very little in terms of the net resulting weld.

FIGURE 3. RESISTANCE SPOT WELDING-TITANIUM ALLOYS, APPLICABLE WELDING SCHEDULES<sup>(6)</sup>

Progress on the utilization of explosives for the spot welding of several metals has been reported by Aerojet-General.<sup>(13)</sup> Alloys successfully welded were AISI Type 347 and 17-7PH stainless steels, Ti-6Al-4V, Ti-8Al-1Mo-1V titanium, and 2024-O aluminum. The thickness of specimens was 0.063 inch. A spark-gap initiator and a wad of Permagum integrated in the explosive charge provided a self-contained welding package without the need for any additional energy-transmission medium. A special hold-down technique permitted production of satisfactory welds while protecting previously made welds. High-speed photography in conjunction with flash X-ray studies showed that the metal motion must be in diverging radial paths in order to form successful welds.

A final report on the development of fluxless brazing methods for fabricating structures made from aluminum thin-wall tubing and foil has been issued by Avco.<sup>(14)</sup> The overall objectives of this program were to establish the limitations of fluxless brazing and diffusion bonding of composite structures, and to demonstrate the optimum processes required for small complex structures.

The primary accomplishments as recorded in the report are that aluminum alloys suitable for brazing are not readily available as foil and that commercial braze filler metals are available only as powder, wire, or sheet. The study concluded that aluminum-alloy foils could be produced by re-rolling and that braze alloy available as sheet could be reduced to foil for experimental purposes by chemical milling.

Salient achievements reviewed in the report are briefly summarized as follows:

- (1) Aluminum honeycomb cores with metallic nodes suitable for brazing methods were surveyed. Satisfactory ultrasonic-welded aluminum honeycomb core blankets were produced.
- (2) Alkaline- and acid-base chemical cleaning systems were reviewed, and three were proven to be satisfactory for prebrazing surface conditioning.
- (3) Relative atmospheric oxide-formation rates for several base-metal aluminum alloys were determined.
- (4) Capillary-rise power and bridging characteristics of two commercial braze filler metals on 6061 aluminum were demonstrated.
- (5) Fluxless brazing with commercially available materials was demonstrated as being suitable for structural, cryogenic, and elevated-temperature environments for complex aerospace composites.

- (6) A low-pressure diffusion-bonding process with commercially available materials was successfully developed and demonstrated for joints that can be positively held in intimate contact during joining. However, the process was limited in multi-joint lightweight-composite applications, and, as such, was not a suitable alternative method for the fluxless brazing process.

The feasibility of developing new brazing filler metals with lower wetting and flow temperatures than the commercially available materials was established. Experimental aluminum-base complex systems exhibited minimum effective wetting temperatures up to 50 F lower than the available systems, with acceptable joint strengths.

Of the systems investigated, the AlSi + copper ternary offered the best combination of strength versus wetting temperature. The AlSi + magnesium system offered the lowest wetting temperature. The AlSi + indium system, based on its micro-structure, is a potential candidate for corrosive-environment applications, although in this area the AlSi + magnesium ternary, based on known data, also should exhibit good corrosion resistance.

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DMIC Reviews of Recent Developments present brief summaries of information which has become available to DMIC in the preceding period (usually 3 months), in each of several categories. DMIC does not intend that these reviews be made a part of the permanent technical literature. Copies of referenced reports are not available from DMIC; most can be obtained from the Defense Documentation Center, Cameron Station, Alexandria, Virginia 22314.

R. W. Endebrock, Editor